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24 January 1963

MEMORANDUM FOR: The Director of Central Intelligence

ATTENTION : [redacted] 25X1A

SUBJECT : Resume of Intelligence Reported in the Various Situation Summaries Concerning the Sino/Indian Border Areas and the Tibet Military Region

1. Thus far there have been five situation summaries reporting on developments in the Sino/Indian border area and the Tibet Military Region. Two of these summaries--one on 7 December and another on 3 January reported developments in the Ladakh area. Another dated 10 December reported on developments in the Lhasa and NEFA areas. A more recent summary of 19 January also covered Lhasa and the western NEFA. The most recent summary dated 22 January reported developments in the extreme eastern part of Tibet, specifically the Chamdo Military Sub-Region.

2. Airfields Three major Tibetan airfields have been reported. These are Tanghsiung near Lhasa, Nagchu Dzong north of Lhasa, and Tingri Dzong south west of Lhasa. In addition, one small airstrip north of Walong was reported for the first time. The reporting of these airfields confirmed that no tactical aircraft had been introduced into Tibet. In addition the condition of the airfields was brought up to date and in one case--Tingri Dzong--the existence of the field itself was confirmed.

3. Ground force installations Extensive barracks areas were reported in the Lhasa area along with other relatively large barracks areas at Zhigatse and Gyangtse. Several other smaller garrison areas were reported. This has enabled us to pin point some of the major troop areas and to get a better appreciation of the facilities. Tanks were reported in the Ladakh area in one summary, confirming their presence there.

4. Road network Several new roads were reported in the summaries. Two of these are feeder roads in the Ladakh

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area, one is located in the NEFA. In addition knowledge of the condition of sections of the major roads enables us better to assess their load carrying capacity.

5. Logistics Several convoys have been reported in the summaries. While this information is fragmentary it does reflect to some degree the amount of activity on the roads. This in turn gives us some insight into the logistic effort required.

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For the DDI

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